

Minutes of Meeting
EHSAT – EHSIT – EHEST 2-13
29 May 2013
Draft 1

List of Participants	
Participants	Michel MASSON, EASA (EHSAT co-Chair and EHEST Secretary); Clément AUDARD, EASA (EHEST co-Secretary); Martin BERNANDERSSON, EASA; Gilles BRUNIAUX, Eurocopter (EHSAT/EHSIT France; EHSIT and EHEST co-Chair); Marc GREILLER, Eurocopter; Petteri PELTOLA, CAA Finland; Patrick PEZZATINI, Eurocopter; Kris Van der PLAS, ECA; Ornulf LIEN, CAA Norway; Nadine MUECKLICH, EASA-trainee; John VINCENT, EASA (EHEST co-Chair); Stefan BECKER, EHAC and REGA; Gian-Marco CABIBBE, Diehl Aerospace; Rosario CONCILIO, ENAC Italy; David PAREL, CAA Switzerland; Karl-Heinz MAXIMILIAN, ADAC/EHAC; Teresa MARTINEZ SANCHEZ, CAA Spain; Tony EAGLES, UK CAA; John BLACK, EHOc (EHEST co-chair); Bettina SCHLEIDT, SRH University of Applied Sciences.
Apologies	Bas KRONE, CAA-NL; Luigi CANDIANI, AgustaWestland (EHSAT co-Chair); Stefano BURIGANA, Elilombarda (EHSIT ST Ops & SMS Lead); Jos STEVENS, NLR (EHSIT ST Techno Lead); Nicola GAROVI, FOCA; Giulio FINI, INAER/EHA (EHSIT co-Chair); Bartolomeo FERRERI, INAER, Bob SHEFFIELD, AgustaWestland (IHST Director); Philippe BESSE, DGAC France; David HOWSON, UK CAA (EHSIT ST Regulation Lead); John D. STEEL, IAA (EHSIT co-Chair); Matthew GREANES, Cranfield University; Maximilian DE BRUYN, Agusta-Westland (EHSIT ST Training Lead); Keith REID, UK CAA/RAeS; Seth OLOFSSON, CAA Sweden; John SWAN, IAA; Geir HAMRE, CAA Norway; Jean-Claude PETESCH, DAC Luxembourg; Graham LIDDY, AAIU; Frank RUSSELL, AAIU Ireland; Frederick CROSS, CAA UK; Joost VREEKEN, NLR; Axel ROKOHL, BFU; Todd SIGLER, Aerospace Industries Association; Martin LAWALL, Eurocopter; Trond ODDEN, CAA Norway; Duncan TRAPP, EHOc (EHEST Com SG Lead); Patrick FAUCHERE, SHA / Air Glaciers (EHSAT/EHSIT CH); Pietro TRABUCHI, INAER.

Access EHEST/EHSAT/EHSIT information (reminder):	
Link:	https://circabc.europa.eu/w/browse/666d514a-d7b8-4d71-9d17-f155c2bd7b04
Username or email address:	ehest@easa.europa.eu
Password:	aviationSafety1 (note that the S in the password is a capital letter) or get your personal password from the CIRCABC site.

Prepared by	EHEST Secretariat	31 May 2013
Approved by	EHSAT, EHSIT and EHEST	Next meeting

Agenda EHSAT – EHSIT – EHEST #2-13	
Ref.	Topics for Discussion
1	Welcome and approval of the agenda
2	Review of minutes and open actions of EHSAT, EHSIT and EHEST 1-13
3	<p>EHSAT progress report</p> <ol style="list-style-type: none"> 1. Update from the EHSAT Regional Teams 2. Latest revision of the EHSAT database and new EHEST Analysis Report in 2013 3. Proposal for adopting a new approach based on ADREP and ECCAIRS
4	<p>EHSIT progress report</p> <ol style="list-style-type: none"> 1. EHSIT ST Regulation 2. EHSIT ST Technology 3. EHSIT ST Operations & SMS 4. Facts sheet on risk levels by operations, etc. 5. EHSIT ST Training
5	European Aviation Safety plan (EASp), Edition 2014-2017
6	EHEST Communication progress report
7	Toward the incorporation of EHEST
8	IHST update: Feedback from the EXCOM, including budget aspects
9	Work program, Any Other Business, Wrap-up and adjournment by the EHEST co-chairs

1	<p>Welcome and approval of the agenda</p> <p>Michel MASSON, EASA, EHEST Secretary, welcomed the participants to this combined EHSAT, EHSIT and EHEST meetings.</p> <p>Approval of agenda: The agenda was modified and approved in session. Kind reminder: the presenters were invited to send the presentations and supporting material prior to the meetings to the EHEST Secretariat (michel.masson@easa.europa.eu).</p>
----------	--

2 Review of minutes and actions of the previous meetings			
Review of the previous minutes of EHSAT, EHSIT and EHEST meeting			
<p>Comments received prior to the meeting have been integrated and the minutes were approved as amended.</p> <p>Review of the actions</p>			
Meeting	Actions	Holder	Comment
Action 1 of EHEST 3-11	EHEST to address helicopter data collection with IHST through the ExCom and the JHIMDAT.	Gilles BRUNIAUX, Eurocopter, and Martin BERNANDERSSON, EASA	Gilles BRUNIAUX, Eurocopter reminded the agreement signed by the major manufacturers with MITRE. No piston engine data are available at worldwide level, but only for the US. It was decided to raise the issue at IHST ExCom level and also to develop a solution for piston helicopters in Europe in the context of the future European Occurrence Reporting regulation. The main difficulty though, is not to collect the occurrences but the flight hours. The action was reworded accordingly. Open.
Action 1 of EHEST 1-13	EHSAT RT Leaders to submit the final analysis for the period 2006-2010 by Sept 1 st for integration in the central database and in the report.	EHSAT RT Leaders	1st Sep 2013 Open.
Action 2 of EHEST 1-13	Those wishing to participate in the CICTT taxonomy event in Washington starting on 13 May to contact John Franklin.	All EHSAT/EHEST	Closed.
Action 3 of EHEST 1-13	The EHSIT ST Ops & SMS to consider developing a Process Guide on How to Develop	Stefano BURIGANA, Elilombarda, EHST ST Ops & SMS	Closed as part of the work-program.

2 Review of minutes and actions of the previous meetings			
Review of the previous minutes of EHSAT, EHSIT and EHEST meeting			
Comments received prior to the meeting have been integrated and the minutes were approved as amended.			
Review of the actions			
	SOPs using specific operations as examples and adopting a risk-based approach.	Leader	

Action 4 of EHEST#1/13	Change the term "Usability" by "Applicability" in the matrix tool.	Jos STEVENS, NLR EHSIT ST Technology Leader	Closed.
Action 5 of EHEST 1-13	Share with EHEST the first results of the analysed technologies.	Jos STEVENS, NLR EHSIT ST Technology Leader	Open.
Action 6 of EHEST 1-13	Contact the JHSAT to get the SPSs by operations.	Bob SHEFFIELD, AgustaWestland	Closed. The reports are published on the IHST website

3	EHSAT Progress report
3.1 Update from the EHSAT Regional Teams	
<p>UK team (29 May 2013) The analysis of the 2006-2010 period has been completed. No recent EHSAT team meeting. Activity on-going on UK registered GA accidents analysis.</p> <p>NL team (28 May 2013 by email) No progress reported.</p> <p>Finnish team (29 May 2013)</p> <ul style="list-style-type: none"> • Analysis 2005-2010 completed. • There has been only one meeting after last report to EHEST. • Estonian report 313/2005 (S76 registered to Finland) also analysed and delivered to Martin BERNANDERSSON. • The team is brainstorming for the next Safety day to be held hopefully in the end of this year. <p>Norwegian team (29 May 2013) Ornulf LIEN, CAA Norway, gave a report in session and by email. The team held a kick-off meeting on the 8th of May to attempt to revitalise the analysis activity. Petteri PELTOLA from the Finnish team was generously willing to participate and share their experience. The analysis work has the goal to complete the analysis of as many as possible of the 22 accident reports published for the period 2006-2010 before the 1st of September deadline.</p> <p>An unofficial draft translation of the summary and recommendation regarding the Norwegian Helicopter Safety Study is enclosed. The follow up work on the study has started, led by the national Flight Safety Forum for onshore helicopter operators.</p> <p>French team (28 May 2013) The analysis of the 2005-2010 period has been completed. Two meetings were done for this 1st half of 2013:</p>	

- 27 - 28 March in Paris: 11 accidents analysed,
- 15th May in Paris (one day 6 accidents were analysed)

Next meeting will be held after summer holiday, if the EHEST decision is to continue the analysis or to take into account the military accidents for the same period.

Accidents analysis for the 2000-2005 period: all 73 accidents analysed.

Accidents analysis for the 2006-2010 period: all 37 accidents analysed.

For the 2011 to today period: 2 accidents analysed – 14 accidents remain to analyse.

French Team Members: Marc GREILLER, EUROCOPTER (Coordinator France); Philippe COLONGE, DGAC / SKYGROUP; Mireille CHABROUX, DGAC; Philippe BESSE, F-DGAC; Anthony VACHER, IRBA; Thierry COUDERC, UFH; Patrick DOMENECH, DGAC / HELI-UNION; Jean-Yves JOLLANS, IRBA; Solenn LACHEZE, IRBA; Leonore BOURGEON, IRBA; Regis GODVIN, HELI-UNION and Edouard MAITRE, HELI-HORIZON.

Thanks to all the participants who left the team for professional or personal reasons: Alain BOUCHEZ, UFH/FFG, François HOCHART, BEA, Christian BOUREL, HELI-UNION; Jean-Marc SACAZES, EASA; Yann POULIQUEN, BEA; Daniel LEIMBACHER, BEAD-Air; Claude VALOT, IRBA; Didier BOSSARD, BEAD-Air.

Spanish team (29 May 2013)

Teresa MARTINEZ, AESA, provided a report in session. The team has completed the analysis of the reports for the years 2009 and 2010.

Swiss team (March 2013)

Patrick FAUCHERE, Air Glaciers, reported by email. No meeting in 2012 and 2013 due to shortage in resources. The team is on hold and a request for support was made to EASA to analyse the remaining accidents.

Irish team (28 May 2013 by Email)

John STEEL, IAA, reported by email that there is currently no change to the Irish situation for EHSAT. Target remains summer 2013.

Italian team (28 May 2013 by Email)

Luigi CANDIANI, AgustaWestland, reported that no progress was made by the EHSAT Italy.

German team

No update report has been provided since the previous meeting. Welcome to a new team member: [Gian-Marco CABIBBE, diehl-aerospace.de](mailto:Gian-Marco.CABIBBE@diehl-aerospace.de).

In summary, the following teams are up and running: France, United Kingdom, Finland, Norway, Spain, Sweden and the Netherlands (7).

The following teams are on hold: Germany, Ireland, Italy, Switzerland (4).

No regional analysis teams in the following European States: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Greece, Hungary, Iceland, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Poland, Portugal, Romania, Slovak Republic and Slovenia.

3.2 Latest revision of the EHSAT database and new EHEST Analysis Report in 2013

Martin BERNANDERSSON, EASA, reported that the EHSAT database currently contains 523 occurrences, of which 39 occurred before 2000, 349 occurred in 2000-2005 and 135 occurred in 2006-2010.

After completion of the analysis of all the RT Teams, approximately 60 % of the total number of accident in the 2005-2010 timeframe will be accounted in the report, to be issued in 2014. Even if the dataset represents only a part of the complete set, the team considered that these results will be valid (provided there was no selection bias in the way accidents were included in the analysis).

The schedule for the publication of the new EHSAT Analysis report is as follows:

- Regional Teams to finalise their accident analysis for 2005-2010 and submit the results by 1st Sept 2013,
- Draft final report to be submitted to EHEST before Helitech,
- Final report to be ready before end of 2013 and presented at the EASA Rotorcraft Symposium in Dec 2013,
- Publish the new Analysis Report 2005-2010 in 2014.

Action 1 of EHEST 2-13: Martin BERNANDERSSON, EASA, to provide a selection of draft results (highlights) of the analysis 2005-2010 in view of Helitech of 24-26 Sept 2013

3.3 Proposal for adopting a new approach based on ADREP and ECCAIRS

Martin BERNANDERSSON, EASA, presented a proposal to set-up a Helicopter Accidents Data Classification Group (HADCG). The tasks of this new group will be to:

- Gather as much information as possible on Helicopter accidents from the previous year
- Code each accident in as much detail as possible using ADREP Taxonomy
- Data will be used by EASA to produce the Annual Safety Review
- Will also be the primary source of accident data in other studies/analyses made by the EASA Safety Analysis Team

There is no intent to replace EHSAT.

The EHSAT was concerned about the risk of duplication of work and the creation of an additional group. In addition, it was reported that the European Commission took the initiative to draft a new Regulation on Occurrence Reporting (currently at review stage). The occurrences will have to be reported in a central repository.

There was also a discussion on limiting or not the set of accidents to be reviewed to those for which a (preliminary) AIB report was issued. It was noted that certain States already code the accidents using the ADREP taxonomy.

Other options evoked:

- The HADCG to perform the classification only when (preliminary) AIB reports have been issued,
- Ask the AIBs to perform the classification,
- Continue the EHSAT analysis on AIB reports,
- Invite the AIB to use the EHSAT methodology.

The last three options aren't realistic.

Martin BERNANDERSSON mentioned that it is possible to classify the accidents before an AIB report was issued and to revisit the classification afterwards (process already used on fixed-wing accidents).

Action 2 of EHEST 2-13: Contact martin.bernanderesson@easa.europa.eu to join the Helicopter Accidents Data Classification Group (HADCG).

Action 3 of EHEST 2-13: The HADCG to test the classification method on the 2012 accidents. Martin BERNANDERSSON to organise a meeting with the HADCG in autumn 2013.

4	EHSIT Progress Report
EHSIT ST Ops and SMS	
Patrick PEZZATINI, Eurocopter, reported on the progress of the ST Ops and SMS Team.	
Action plan:	
For Complex Operators:	
<ul style="list-style-type: none"> • Prepare modification of the Risk Assessment database in the SMS Toolkit • Mid-October : review of intermediate version of SOPs • Deliver SOP and a new version of Risk Assessment mid-January 2014 	
<p>The diagram is a horizontal timeline with four vertical dashed lines marking key dates: 17-18th of June, Mid of October, End of November, and Mid of January. Blue arrows indicate the duration of various tasks:</p> <ul style="list-style-type: none"> 17-18th of June: Workshop in Ellilombardia for V2 version of SMS toolkit. Between June and October: Writing of intermediate version of SOP. Mid of October: Workshop in Eurocopter (TBC) to review the intermediate version of SOP. Between October and November: Inclusion of risk assesment in SOP. End of November: Review of V2 SMS risk assesment and SOP. Between November and January: Update SMS risk assesment. Mid of January: Release of HEMS SOP and V2 of SMS toolkit. Between November and January: Finalization of SMS risk assesment and SOP. 	

For Non-Complex Operators:

Presentation by Nadine MUECCLICH, EASA Trainee working under the supervision of Michel MASSON, EASA:

- Develop a **Safety Management Manual for Non Complex Operators**. Simplify everywhere possible, in particular Chapter 8 on Hazard Identification and Risk Assessment.

The ST Ops & SMS will assess whether or not keeping (and in that case simplifying) the example database of Undesirable Events, Hazards, Risk Analyses and Occurrences used in the Safety Management Toolkit for Complex Operators.

Post meeting note: The ST Ops & SMS is also considering integrating the work on the **Risk Facts Sheets** in the SMM NCO V1. The objective is to provide *orders of magnitude* (not precise, proprietary data) on Risk Levels by Accident Types, Operation Types and Machine Types for the small operators, who don't have enough volume of activity and occurrences to estimate the risks.

EHSIT ST Technology

Jos STEVENS, NLR, EHSIT ST Technology Leader, reported by email on recent developments::

- Two new members have joined the team: Gian-Marco CABIBBE (Diehl Aerospace) and Joel FLINOIS (Thales Group, taking over from Bernard DEL GHINGARO);
- A meeting has taken place with Shell Aircraft's Mark Stevens, Chair of the OGP Aviation Sub-Committee; Mark will bring us into contact with the chair of their Working Group for Technology;
- The matrix tool was finalised,
- Paper presented at Avionics Europe, Munich, Feb. 2013,
- ST Technology work mentioned in article in AirRescue Magazine (issue 4-2012).
- The Team's work will be presented at Helitech by Matt GREAVES, Cranfield University.

EHSIT Specialist Team Regulation

Tony EAGLES, UK CAA, reported on the progress of the ST Regulation. The last meeting was held on the 25 April 2013. The progress on the 'expanded IRs' were reported:

Aircraft Data Recording and Analysis:

- Pippa MOORE and Paul THOMAS, UK CAA, attended part time to brief on European Flight Recorder Partnership Group (EFRPG) activities in relation to extending the FDR mandate to smaller helicopters, CAT only.
- General support for mandating FDRs for CAT, including an ICAO state letter and a FAA NPRM.
- Although main problem is GA, application to CAT represents a positive step and will stimulate production of equipment; some 'leakage' into GA is expected over time.
- Agreed that better for EFRPG to progress, with support from EHSIT ST-R.

Inadvertent Entry into DVE:

- Rules of the Air – need to establish current status and scope for lobbying for change (higher minimum met vis for VFR helicopter flight)
- Pilot Decision Making – with EHSIT ST Training.
- PPL H Syllabus – unable to retain 5 hours instrument training or get simulator time included, but may be able to influence the test.
- Mandate Attitude Indicator – Part NCO and NCC recently updated – too late to change?
- Head-Up Attitude Display – contract for EASA research project
- Guidance on use of FMS – with EHSIT ST Training

Authority Oversight: This IR was understood to be related to Aerial Work in Spain only. Therefore it was agreed to close this IR.

Safety Equipment Requirements: No strong common issue in the 10/23 accidents reviewed. Pending location of the 'missing' accidents – Keith REID to progress.

Ditching, Water Impact & Survivability: This is being progressed by EASA Rule Making Task RMT.0120 (27 & 29.801) which was launched in January 2013.

Helicopter Stability and Handling Qualities:

Investigating how OEMs evaluate stability and handling qualities for comparison with CS27/29 – answer provided by M. GAUBERT but more information needed.

Agreed that stability and handling qualities can be improved through the provision of stabilisation systems/autopilots.

Noted that a high proportion of GA accidents involve Loss of Control and could be legitimately used to support initiatives in this area.

ADELT: Agreed that this subject is adequately covered by EASA RMT.0120 (27 & 29.801).

Pippa and Paul are attending the next RMT meeting on 25 May to brief on their study. It was agreed to **close** this IR.

Airworthiness Procedures & Documentation: **Closed** at EHSIT ST-R Meeting #3/11.

Intervention Times: It was noted that this topic is linked to SFAR 73. On-going study at EASA to investigate and provide update.

Radio Altimeter Provision: Associated accidents reviewed. Only issue identified was possible need for auditory warning associated with descent below 'bug' height which is already provided by AVAD in the case of 75% of the related accidents. It was agreed to **close** this IR.

Wire Strike Protection: Additional accidents reviewed and nothing of significance identified.

Agreed no strong case to be made. Best dealt with by individual operators' SMS and role specific equipment. It was agreed to **close** this IR.

Work plan for EHSIT ST-R:

- Produce 2013 work plan document,
- EHSIT ST-R 2-13 to be scheduled to precede EHSIT #3/13 in November 2013,
- Support EFRPG efforts to extend FDRs to small helicopters engaged in CAT,
- Support EASA helicopter ditching RMT.0120 (27 & 29.801).

It was reminded that the EASA Rule Making Program is now connected with the EASA Safety Plan. The recommendations coming from the EHSIT ST R work have to follow in the EASp before impacting the RMP.

EHSIT ST Training

An update was provided in session on the basis of the report emailed by from Maximilian DE BRUYN, Augusta-Westland, ST Leader.

EHEST PPL Helicopter Instructor Guide

- Adaptation of the CASA Instructor Guide has been identified as the best course of action.
- External writer to 'EASA-ise' the Guide identified,
- Budget of 550,-GBP will be provided by EHEST (expense approved),
- Assistance needed to draft contract for the external writer.
- Expected time to adapt the Guide is a few days.
- If contract made in June, expected to be ready for print in July/August 2013

Project: EHEST Helicopter Instructor Guide deferred to 2014

- Final structure defined
- Contact with US training team established for synergy
- Different sources identified that EHSIT ST has permission to use
- First draft for April 2014
- Final draft for July 2014

Eurocopter will seek for feedback on the EHEST leaflets and videos published so far and launch a survey end of September. The results are expected end of October 2013 and will be communicated to EHEST.

The new Leaflet on the Advantages of Simulators in Helicopter flight Training (HE6) was presented in session. The Team was invited to provide comments within the next two weeks. The Leaflet was approved, providing that the comments will be integrated. Publication is expected end of June – mid July.

5	European Aviation Safety Programme (EASP)
----------	--

See the presentation by Rodrigo PRIEGO, EASA.

John VINCENT, EASA, briefed the team on the European Aviation Safety Programme (EASP). Edition 3 of the European Aviation Safety Plan (EASp) is available at www.easa.europa.eu/sms and Edition 4 is being developed. The EHEST was invited to reinforce its contribution and play a leading role in the development of the Helicopter section of the EASp.

The Committees piloting the EASp have suggested to adapt a risk-based approach for the Helicopter Section of the EASp.

The following subjects were proposed in session:

- Inadvertent entry into IMC in GA
- Safety culture
- Handling qualities of light GA.
- Pre-flight planning
- Training

Action 4 of EHEST 2-13: EHEST to propose by 30 June 2013 to rodrigo.priego@easa.europa.eu risk-based priorities for the Helicopter Section of the EASp. Proposals will be evaluated on their impact on fatal accident rate and likelihood of success of the safety improvement actions.

6 EHEST Communication

EHEST Communication Progress Report, incl. translation aspects

Clément AUDARD, EASA, gave an update on the communication activities and reported on the different translation works completed or on-going:

- Spanish: Eurocopter provides the initial translation and AESA perform final technical review.
- French: Eurocopter provides the initial translation F-DGAC perform final technical review.
- Portuguese/Brazilian IHST Brazil provides translations.

HE5 Risk Management in Training was published end of March 2013. Eurocopter will provide a German translation and that Karl-Heinz MAXIMILIAN, ADAC/EHAC and Stefan BECKER, EHAC and REGA will provide the final check. Thanks to Karl and Stefan for the contribution!

Several means are used to communicate: emails, conferences, workshops and safety days, leaflets, videos and an EHEST business card. The use of social media was assessed and finally not selected. The next steps will be to look at safety posters or even Apps for iOS or Android.

Stefan BECKER, REGA and EHAC was unanimously nominated as EHEST Communication Leader in lieu of Duncan TRAPP, CHC Helicopter. Congratulations to Stefan and warm thanks to Duncan for the excellent work performed over the last years!

7 Toward the incorporation of EHEST

Clément Audard, EASA, presented the progress made toward the incorporation of ESSI/EHEST.

The expected benefits for EHEST and the entire ESSI will be to have a legal personality, legal certainty for the members, liability limited to the assets, and better financial management. Work is on-going and progress will be reported at the next meeting.

Stefan BECKER, EHAC and REGA, reported in session that he has already experience in creating a similar type of Association and may provide support. According to the German tax system, if

the Association wants to accept tax deductible donations, a specific process has to be followed.

8	IHST
Gilles BRUNIAUX, Eurocopter, reported on the IHST ExCom on the basis of the presentation sent by Bob SHEFFIELD, AgustaWestland, one of the three IHST Directors Europe.	

9 Any Other Business and adjournment.

Discussion on the IHST-EHEST Workshop to take place at **Helitech** on 24-26 Sep. Tony EAGLES, UK CAA, suggested to reinforce the European contribution in the IHST-EHEST Workshop, as Helitech will take place in London and is supported by newEHA.

Patrick PEZZATINI, Eurocopter, agreed to join Michel MASSON, EASA, to present the EHEST SMS and facilitate a practical Risk Assessment exercise, so to increase interactivity with the audience.

It was suggested that Fred CROSS, UK CAA, could team up with the IHST presenter Nick Mayhew for the Training slot.

Action 5 of EHEST 2-13: Michel MASSON, EASA, to follow-up with Bob SHEFFIELD and the Helitech organisers the suggestions regarding the reinforcement of the EHEST contribution in the IHST-EHEST Workshop.

EHEST co-Chairs John BLACK, EHOc and John VINCENT, EASA, also mentioned the EHEST presentation planned in the **2013 Oil and Gas Seminar** to take place in London on 17-18 Sep. The co-Chairs have volunteered to present the achievements and future plans for the EHEST.

On-going work on accident rate estimation with MITRE: See Action 1 of EHEST 3-11 on page 2.

This was the last meeting EHEST meeting of Clément AUDARD, Safety Team Support Officer, Assistant to the EHEST Secretary. The Chairmen thanked Clément for the good work and the continuous and reliable support to the efficient running of the EHEST. Round of applause.

The co-Chairs concluded the meeting and thanked the participants and the teams for their essential contribution. EHEST is a committed and deliverable-oriented team.

The next meeting date was confirmed: **EHEST 3-13: 13 Nov 2013** in Cologne.

List of actions for the EHSAT, EHSIT and EHEST meetings

Meeting	Actions	Holder	Due Date	Action Status
Action 1 of EHEST 3-11	EHEST to address helicopter data collection with IHST through the ExCom and the JHIMDAT. Raise the issue of the piston engine data at ExCom level and follow closely the development of the Occurrence Reporting Regulation.	Gilles BRUNIAUX, Eurocopter, and Martin BERNANDERSSON, EASA	Meeting #3/13	Open
Action 1 of EHEST 1-13	EHSAT RT Leaders to submit the final analysis for the period 2006-2010 by Sept 1 st for integration in the central database and in the report.	EHSAT RT Leaders	By Sept 1 st 2013	Open
Action 5 of EHEST 1-13	Share with EHEST the first results of the analysed technologies.	Jos STEVENS, NLR	EHEST 2-13	Open.
Action 6 of EHEST 1-13	Contact the JHSAT to get the SPSs by operations.	Bob SHEFFIELD, AgustaWestland	ASAP	Open
Action 1 of EHEST 2-13	Provide a selection of draft results (highlights) of the analysis 2005-2010 in view of Helitech of 24-26 Sept 2013	Martin BERNANDERSSON EASA	Before end of Sept 2013	Open
Action 2 of EHEST 2-13:	Contact martin.bernanderesson@easa.europa.eu to join the Helicopter Accidents Data Classification Group (HADCG).	EHSAT	15 July 2013	Open
Action 3 of EHEST 2-13	The HADCG to test the classification method on the 2012 accidents. Martin BERNANDERSSON to organise a meeting with the HADCG in autumn 2013.	HADCG	Autumn 2013	Open
Action 4 of EHEST 2-13	Propose by 30 June 2013 to rodrigo.priego@easa.europa.eu risk-based priorities for the Helicopter Section of the EASp. Proposals will be evaluated on their impact on fatal accident rate and likelihood of success of the safety improvement actions.	EHEST	30 June 2013	Open

European Helicopter Safety Teams

Meeting EHSAT, EHSIT and EHEST 2-13

Date & Location 29 May 2013, EASA, Cologne

Organised by EASA

Action 5 of EHEST 2-13:	Follow-up with Bob SHEFFIELD and the Helitech organisers the suggestions regarding the reinforcement of the EHEST contribution in the IHST-EHEST Workshop.	Michel MASSON, EASA	ASAP	Open
--------------------------------	--	------------------------	------	-------------

CLOSED actions are not presented in the table.